

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) An intake apparatus for an internal combustion engine, the internal combustion engine including a cylinder head that defines a plurality of engine cylinders and an intake port connected to each of the engine cylinders, and an intake manifold connected with the intake port, the intake apparatus comprising:

a partition disposed within the intake port defined by the cylinder head, the partition extending in a longitudinal direction of the intake port so as to divide an inside region of the intake port into a first passage and a second passage; and

a gas motion control valve disposed at a downstream end of the intake manifold and adjacent to an upstream end of the partition, the gas motion control valve including a rotatable valve element and having a full-closed position where the valve element fully closes the second passage of the intake port and a full-open position where the valve element fully opens the second passage of the intake port, the valve element and the partition cooperating with each other to define an interspace between the valve element and the upstream end of the partition when the gas motion control valve is in the full-closed position.

2. (Original) The intake apparatus as claimed in claim 1, wherein the gas motion control valve comprises a rotatable valve shaft on which the valve element is supported, the valve shaft being located on a plane extending from the partition, the valve element being aligned in plane with the partition when the gas motion control valve is in the full-open position.

3. (Original) The intake apparatus as claimed in claim 1, wherein the valve element partially projects toward the first passage of the intake port when the gas motion control valve is in the full-closed position.

4. (Original) The intake apparatus as claimed in claim 2, wherein the valve element comprises a main portion extending in one direction from the valve shaft so as to fully close the second passage when the gas motion control valve is in the full-closed position, and an

extension portion extending in an opposite direction from the valve shaft, the extension portion projecting toward the first passage when the gas motion control valve is in the full-closed position, the extension portion being positioned so as to minimize the interspace when the gas motion control valve is in the full-open position.

5. (Currently Amended) The intake apparatus as claimed in claim [[5]] 1, wherein the partition is in the form of a plate as an insert inserted into the cylinder head upon casting the cylinder head.

6. (Original) The intake apparatus as claimed in claim 1, wherein the upstream end of the partition extends straight along an intake manifold mount surface of the cylinder head onto which the intake manifold is mounted, the upstream end of the partition being flush with the intake manifold mount surface.

7. (Original) The intake apparatus as claimed in claim 1, wherein the upstream end of the partition is located downstream of an intake manifold mount surface of the cylinder head onto which the intake manifold is mounted.

8. (Original) The intake apparatus as claimed in claim 1, wherein the second passage of the intake port is a lower region of the intake port that is located below the partition in an up-and-down direction of the engine cylinder, the first passage of the intake port being an upper region of the intake port that is located above the partition in the up-and-down direction of the engine cylinder.

9. (Original) The intake apparatus as claimed in claim 1, wherein the valve element is inclined to guide an intake air flow to the first passage of the intake port when the gas motion control valve is in the full-closed position.

10. (Original) The intake apparatus as claimed in claim 1, wherein the upstream end of the partition comprises a cutout portion recessed toward a downstream side of the partition, the cutout portion being located at substantially a middle position in a lateral direction of the partition.

11. (Original) The intake apparatus as claimed in claim 10, wherein the cutout portion of the upstream end of the partition is tapered toward the downstream side of the partition.

12. (Original) The intake apparatus as claimed in claim 10, wherein the gas motion control valve comprises a rotatable valve shaft on which the valve element is supported, the upstream end of the partition including two side portions spaced from each other in the lateral direction of the partition, between which the cutout portion is located, the two side portions having lateral peripheral edges extending parallel to the valve shaft, respectively.

13. (Original) The intake apparatus as claimed in claim 10, wherein the valve element comprises a downstream end shaped to be substantially complementary to the cutout portion of the upstream end of the partition when the gas motion control valve is in the full-open position.

14. (Currently Amended) The intake apparatus as claimed in claim [[11]]12, wherein when the gas motion control valve is in the full-closed position, the interspace is larger between the cutout portion of the upstream end of the partition and the valve element and smaller between the two side portions of the upstream end of the partition and the valve element.

15. (Original) The intake apparatus as claimed in claim 10, further comprising a blowby gas passage extending through the cylinder head into the intake port, the blowby gas passage having one end that is open into the first passage of the intake port and located on a downstream side of the gas motion control valve.

16. (Original) The intake apparatus as claimed in claim 15, wherein the second passage of the intake port is a lower region of the intake port that is located below the partition in an up-and-down direction of the engine cylinder, the first passage of the intake port being an upper region of the intake port that is located above the partition in the up-and-down direction of the engine cylinder, the internal combustion engine further comprising a fuel injector mounted into the cylinder head above the intake port, the blowby gas passage extending aside the fuel injector, the one end of the blowby gas passage being located in an upper wall surface defining the first passage of the intake port and offset from a plane that

extends in the up-and-down direction of the engine cylinder and contains a central axis of the intake port which extends in the longitudinal direction thereof.

17. (Original) The intake apparatus as claimed in claim 15, wherein the one end of the blowby gas passage is positioned at substantially a middle of a length of the first passage of the intake port.

18. (Currently Amended) An intake apparatus for an internal combustion engine, the internal combustion engine including a plurality of engine cylinders, an intake port connected to each of the engine cylinders, and an intake manifold connected with the intake port, the intake apparatus comprising:

an engine block including a cylinder head that defines defining an the intake port adapted to be connected to each of the engine cylinders;

split means for dividing an inside region of the intake port into a first passage and a second passage which extend in a longitudinal direction of the intake port, the split means being disposed within the intake port defined by the cylinder head; and

valve means for controlling intake air flowing into the second passage of the intake port, the valve means being disposed within the intake manifold and cooperating with the split means to recirculate a part of intake air flowing toward the engine cylinder through the first passage of the intake port, to an upstream end of the first passage of the intake port through the second passage of the intake port when the valve means prevents the intake air flowing into the second passage of the intake port.

19. (Original) The intake apparatus as claimed in claim 18, wherein the split means comprises backflow reducing means for reducing backflow of the intake air from the upstream end of the first passage of the intake port to an upstream end of the second passage of the intake port when the valve means prevents the intake air flowing into the second passage of the intake port.

20. (Original) The intake apparatus as claimed in claim 18, wherein the engine block comprises a blowby gas passage for delivering blowby gas to the first passage of the intake port, the blowby gas passage having an end located downstream of the valve means.